



WELCOME

California High-Speed Rail and City of San Jose
Town Hall Meeting
December 8, 2011

AGENDA

- **6:00 p.m. Open House**
- **6:30 p.m. Welcome**
- **6:40 p.m. Presentations**
 - Business Plan Overview
 - Diridon High-Speed Rail Station Operations Plan
 - San Jose Visual Design Guidelines
 - Community Coalition Presentation
 - City of San Jose Process/Schedule
- **7:15 p.m. Moderated Q & A**
- **8:15 p.m. Resumption of Open House**

INITIAL CONSTRUCTION SECTION (ICS)

- 130 miles

- 2012-2017



INITIAL OPERATING SECTION (IOS) NORTH

- 290 miles

- 2015-2021



INITIAL OPERATING SECTION (IOS) SOUTH

- 300 miles
- 2021-2026



BAY TO BASIN

- Total Bay to Basin-2027



PHASE 1 BLENDED

- “One-seat ride”
- 2026-2030



PHASE 1 & PHASE 2

•2026-2033



SAN JOSE STATION TRACK LAYOUT OPERATIONAL REQUIREMENTS



**CHST OPERATIONS & MAINTENANCE GROUP
DECEMBER 8, 2011**



Program/Project Developments

Draft 2012 Business Plan:

Phased Implementation/Expansion

- San Jose – Northern Temporary Terminal of System
 - IOS North (San Jose/Merced – Bakersfield)
 - Bay to Basin (San Jose/Merced – San Fernando Valley)
- Caltrain Corridor “Blended” concept
 - Track capacity north of San Jose limited
- Constrained Storage Opportunities on the Peninsula



Program/Project Developments

Infrastructure Design Concepts: San Jose & Vicinity

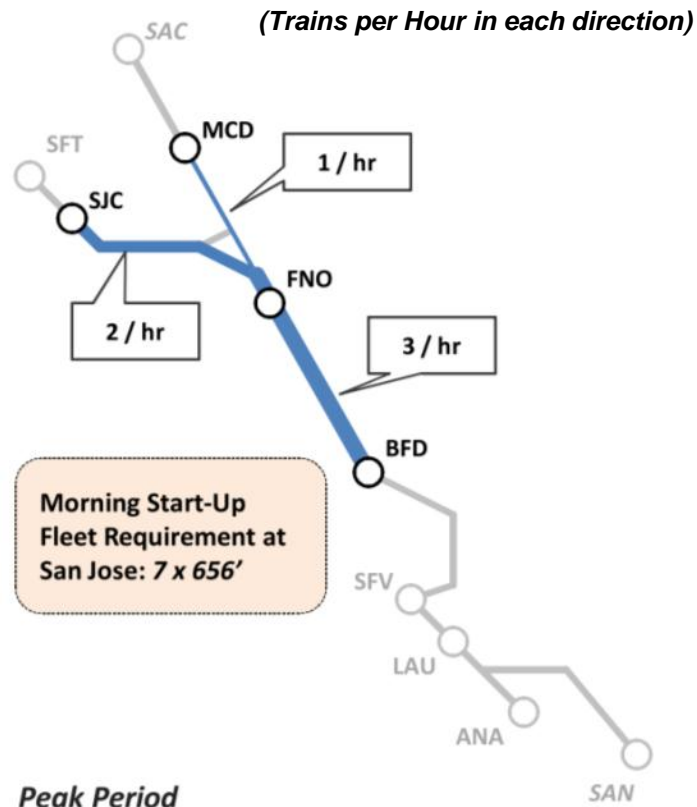
- San Jose Station
 - 4 tracks with 2 island platforms;
 - 4 x 1,650-ft terminal tracks
- New Rolling Stock Maintenance Facility
 - To support morning start-up service during phasing
 - Small-scale facility ($\approx 10 \times 1,650$ -ft tracks)
 - Light inspection and maintenance
 - Overnight/Mid-day Layup



Proposed CHST Service IOS Phase (North Alt.): Fifth Year

Peak Period Service Level

Station Departures



Southbound - To Gilroy, Fresno and Bakersfield

5a	
6a	-- Local -- Skip BFD BFD
7a	-- Local -- Skip BFD BFD
8a	-- Local BFD
9a	-- Local BFD
10a	-- Local BFD
11a	-- Local BFD
12p	-- Local BFD



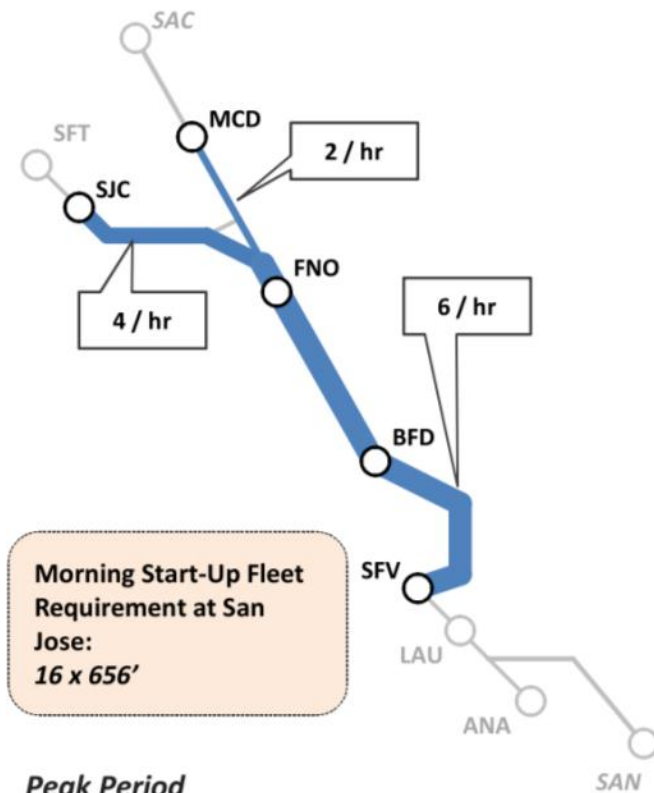
Proposed CHST Service

Bay to Basin Phase: Fifth Year

Peak Period Service Level

Station Departures

(Trains per Hour in each direction)



Peak Period

Southbound - To Fresno, Bakersfield, and San Fernando Valley					
5a					
6a	-- SFV	Non-Stop	-- SFV	Ltd. Exp.	-- SFV
7a	-- SFV	Non-Stop	-- SFV	Ltd. Exp.	-- SFV
8a	-- SFV	Non-Stop	-- SFV	Local	-- SFV
9a			-- SFV	Local	-- SFV
10a	-- SFV	Non-Stop	-- SFV	Local	-- SFV
11a			-- SFV	Local	-- SFV
12p	-- SFV	Non-Stop	-- SFV	Local	-- SFV





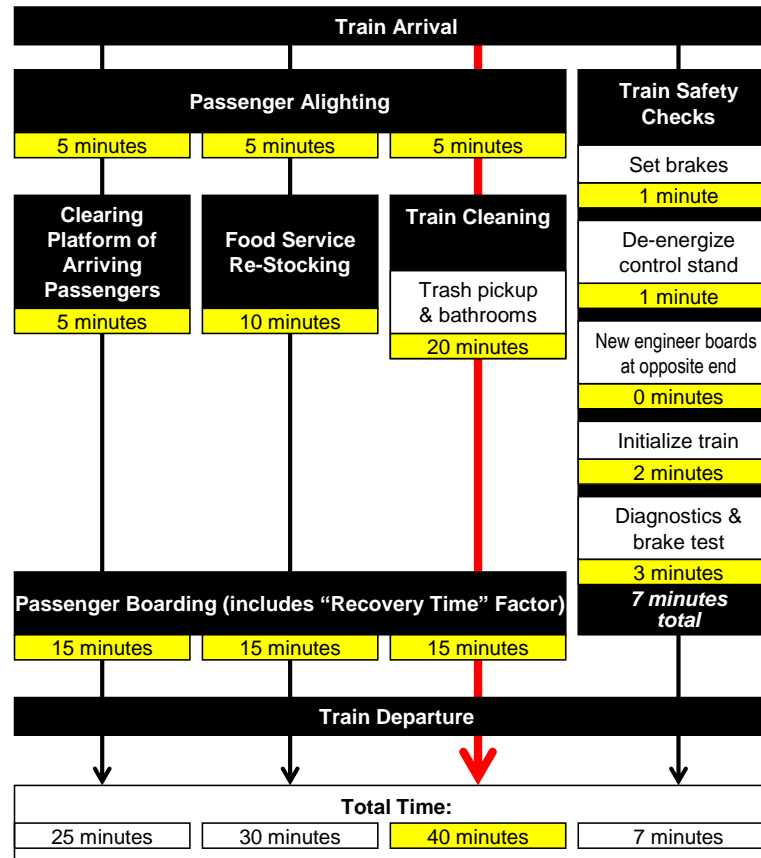
CHSTP Train Turn Types


- **Revenue to Revenue Turn**
 - Inbound (from south) revenue-service train terminating at San Jose
 - Turning as a outbound (to south) revenue-service train originating at San Jose
- **Revenue to Deadhead (Non-Revenue) Turn**
 - Inbound (from south) revenue-service train terminating at San Jose
 - Turning as a outbound (to south) non-revenue train to nearby rolling stock maintenance facility
- **Deadhead (Non-Revenue) to Revenue Turn**
 - Inbound (from south) non-revenue train from nearby rolling stock maintenance facility
 - Turning as a outbound (to south) revenue-service train originating at San Jose



CHSTP Typical Train Turn Procedure

Revenue to Revenue Turn

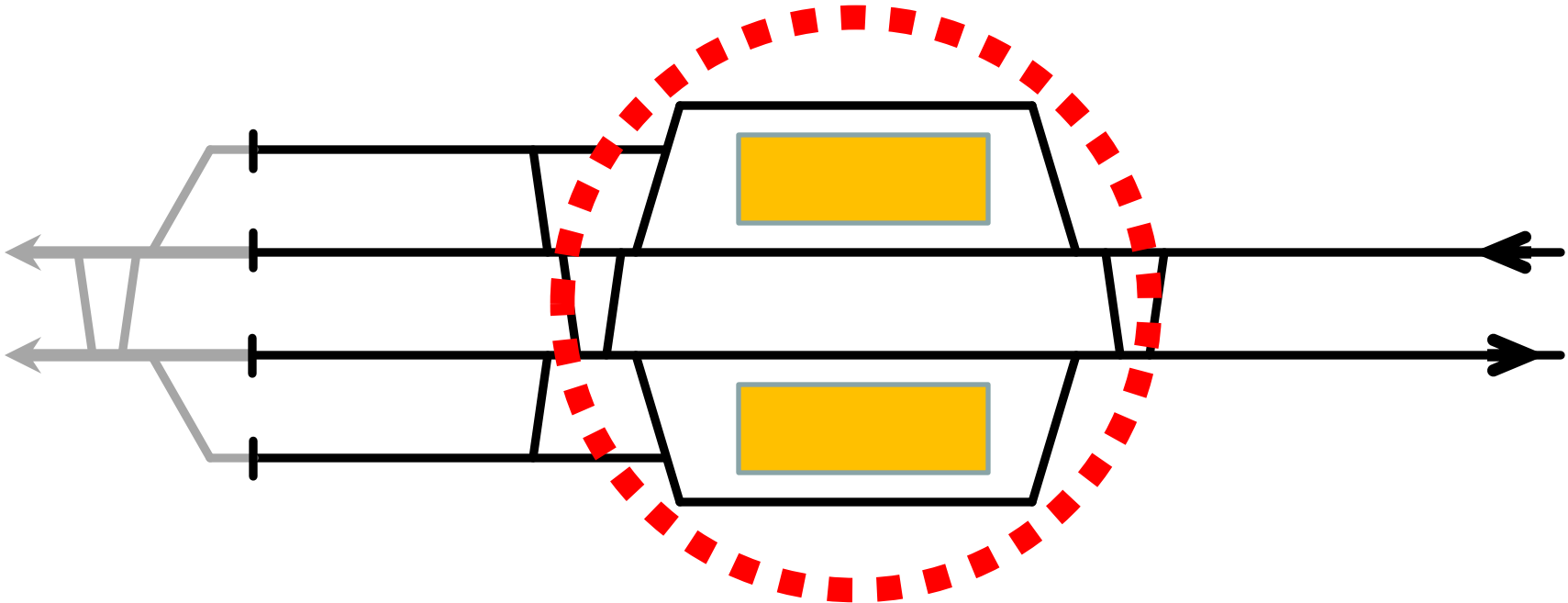


 Critical Path Activities



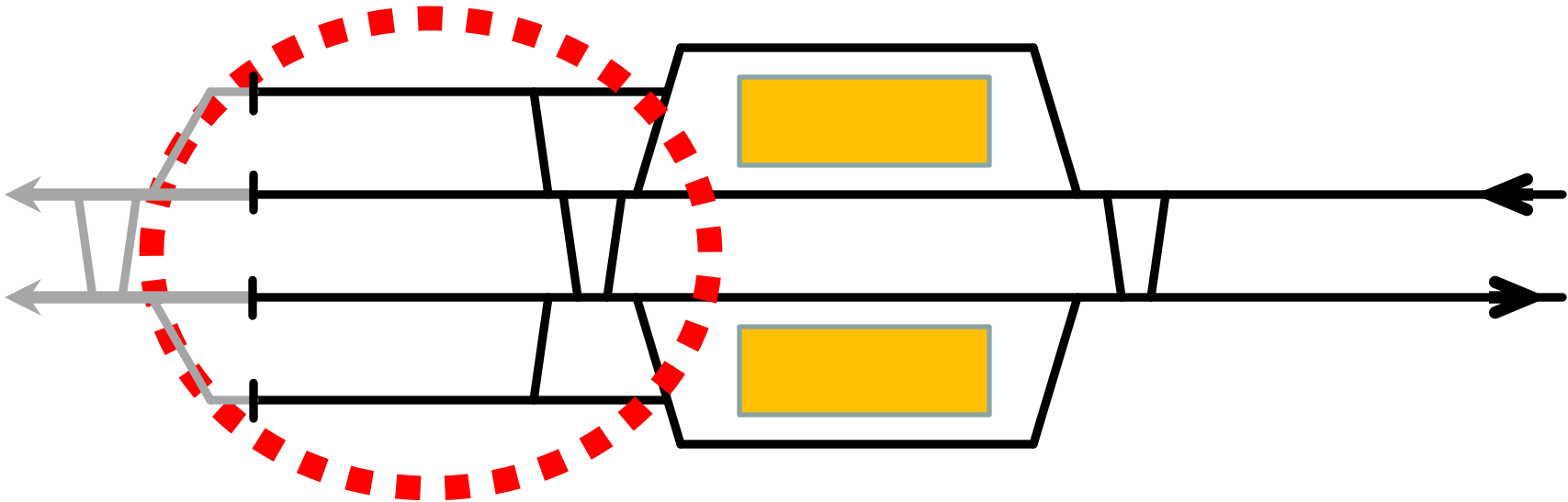
San Jose Station Operations

- **At Least 2 Platform Tracks To Be Vacant All Times**
 - Through trains
 - Capacity contingency for emergencies



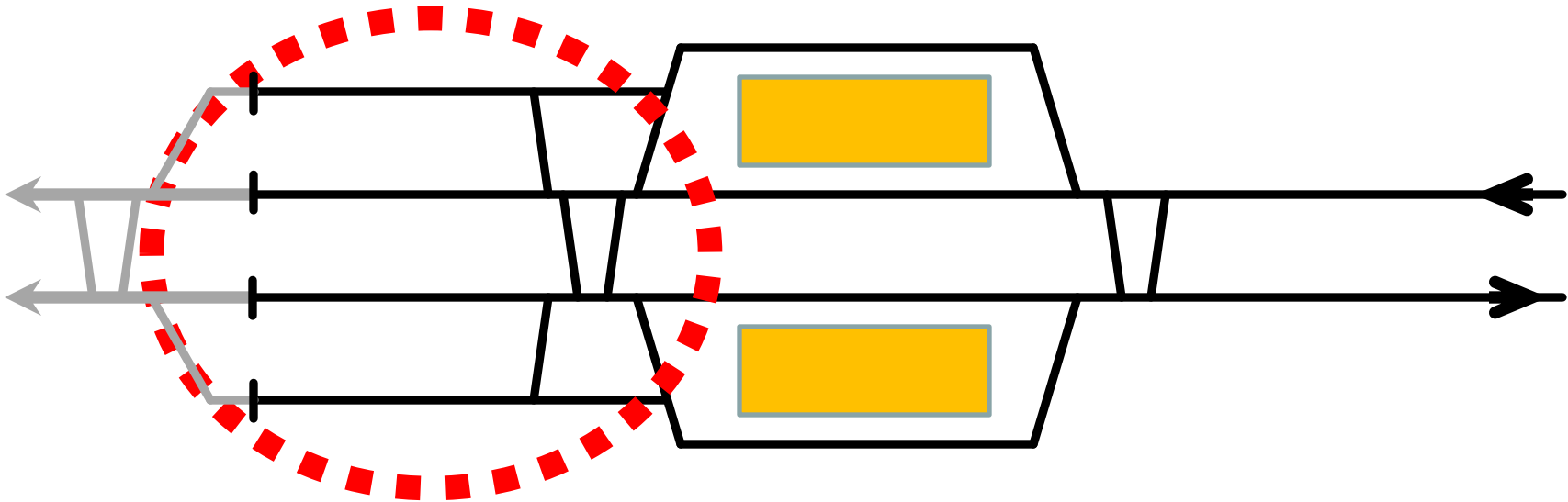
San Jose Station Operations

- **At Least 1 Terminal Track To Be Vacant All Times**
 - Capacity contingency for emergencies
 - “Hot Standbys”



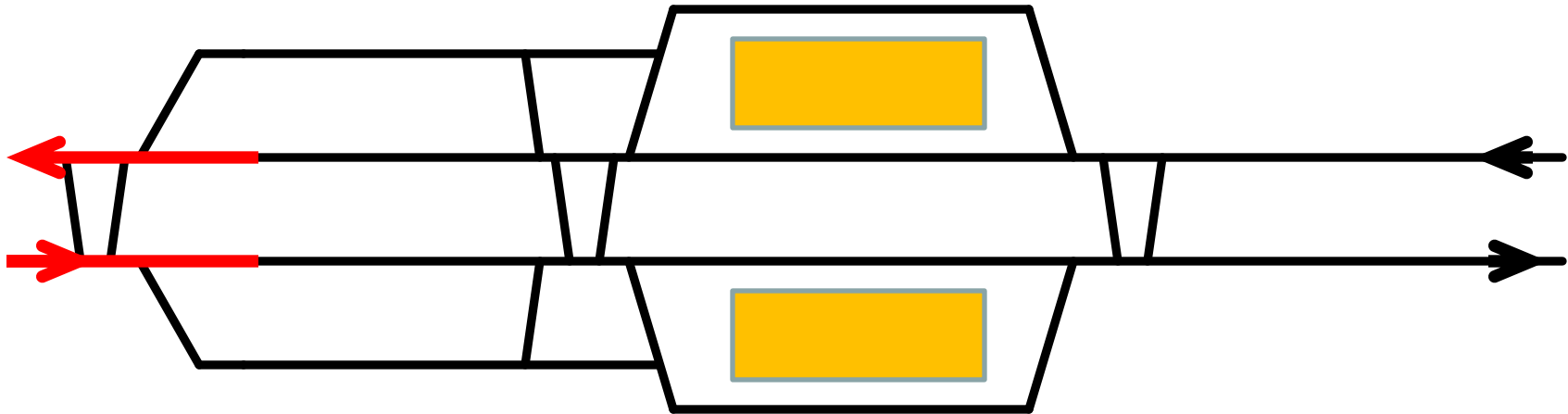
San Jose Station Operations

- 1 Terminal Track To Be Assigned for Temporary Storage for Trainset Split/To Be Coupled
 - To create/split double-trainset consist

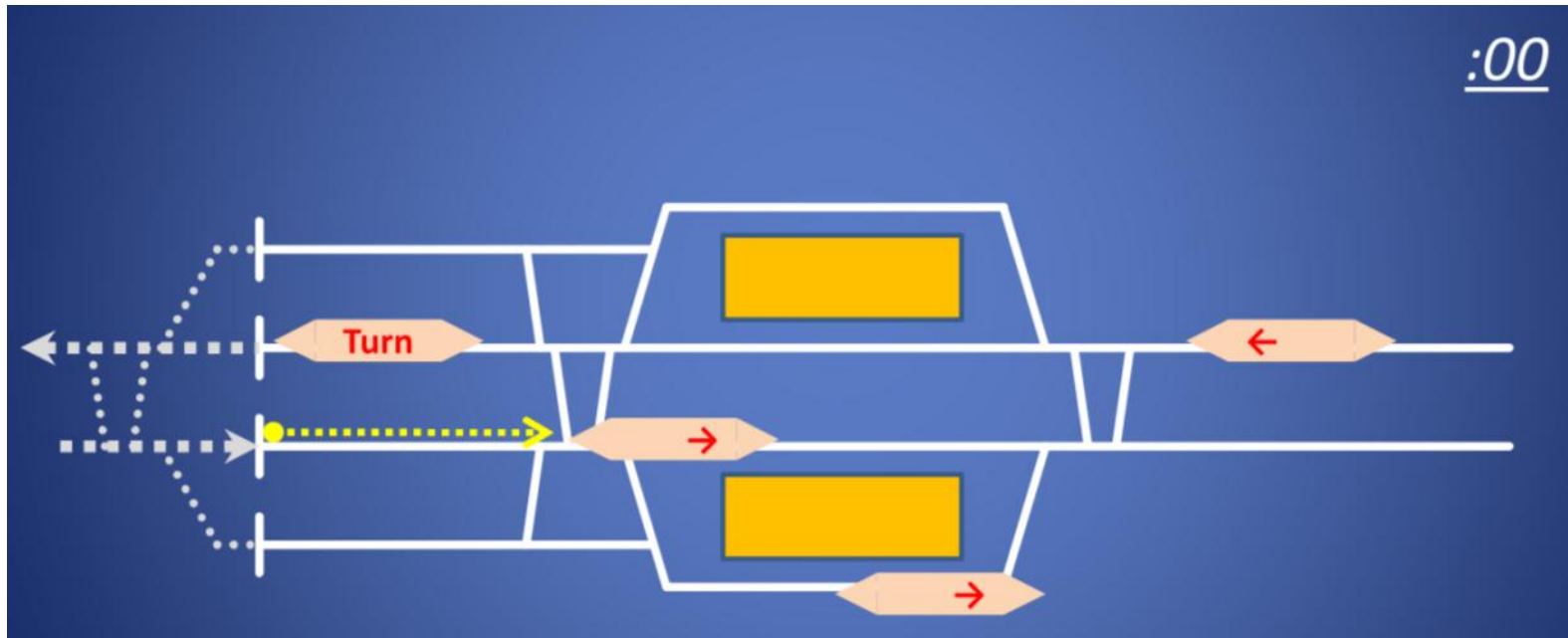


San Jose Station Operations

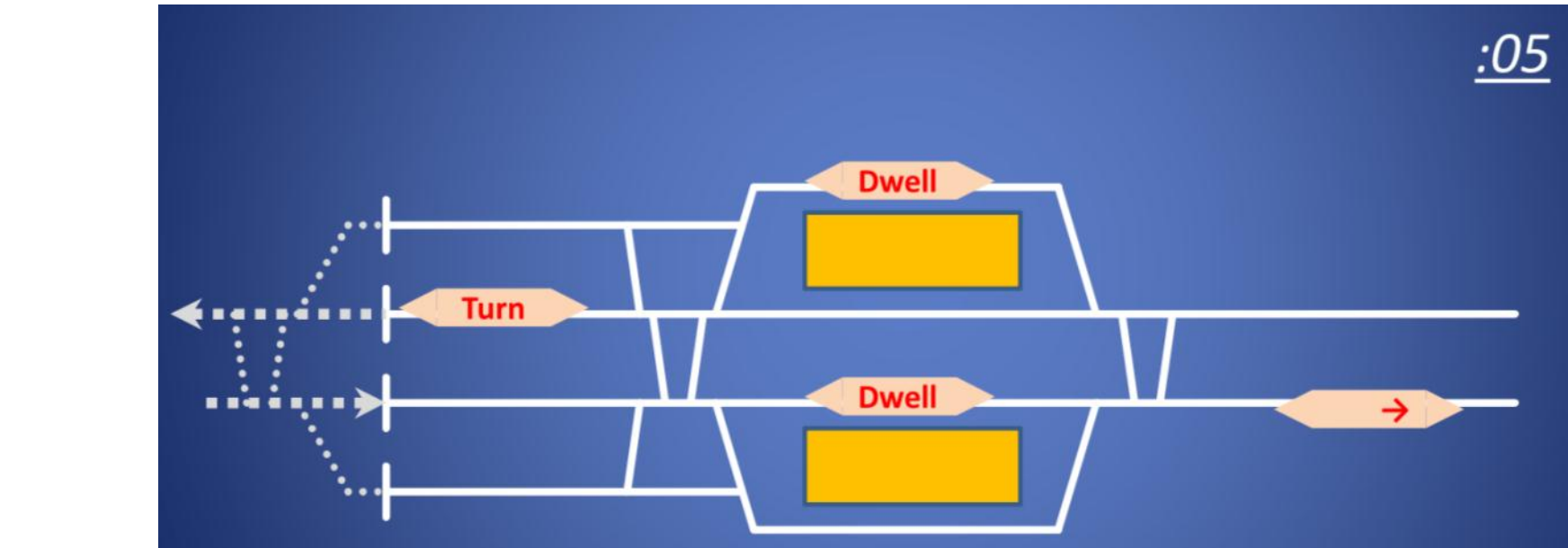
- **2 Middle Terminal Track To Be Extended to North (Toward San Francisco) in Phase 1 System**



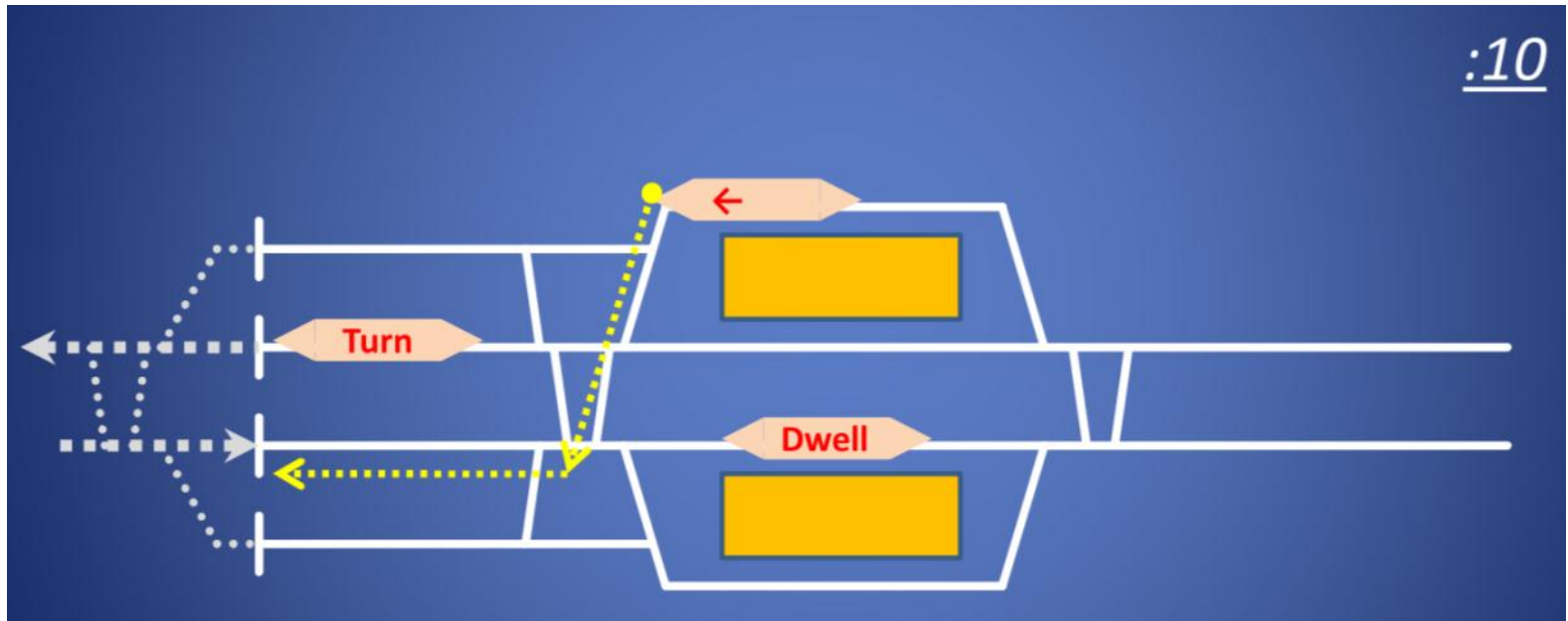
Typical Turn Movements



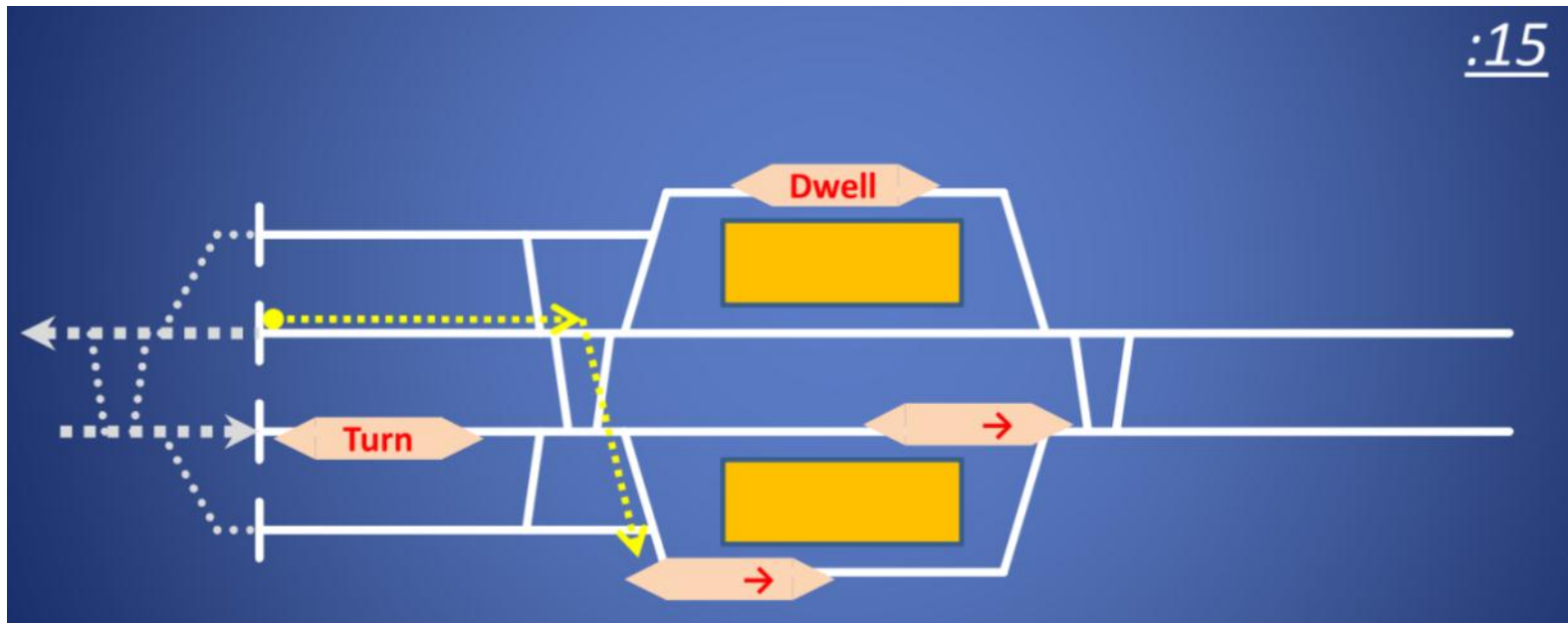
Typical Turn Movements



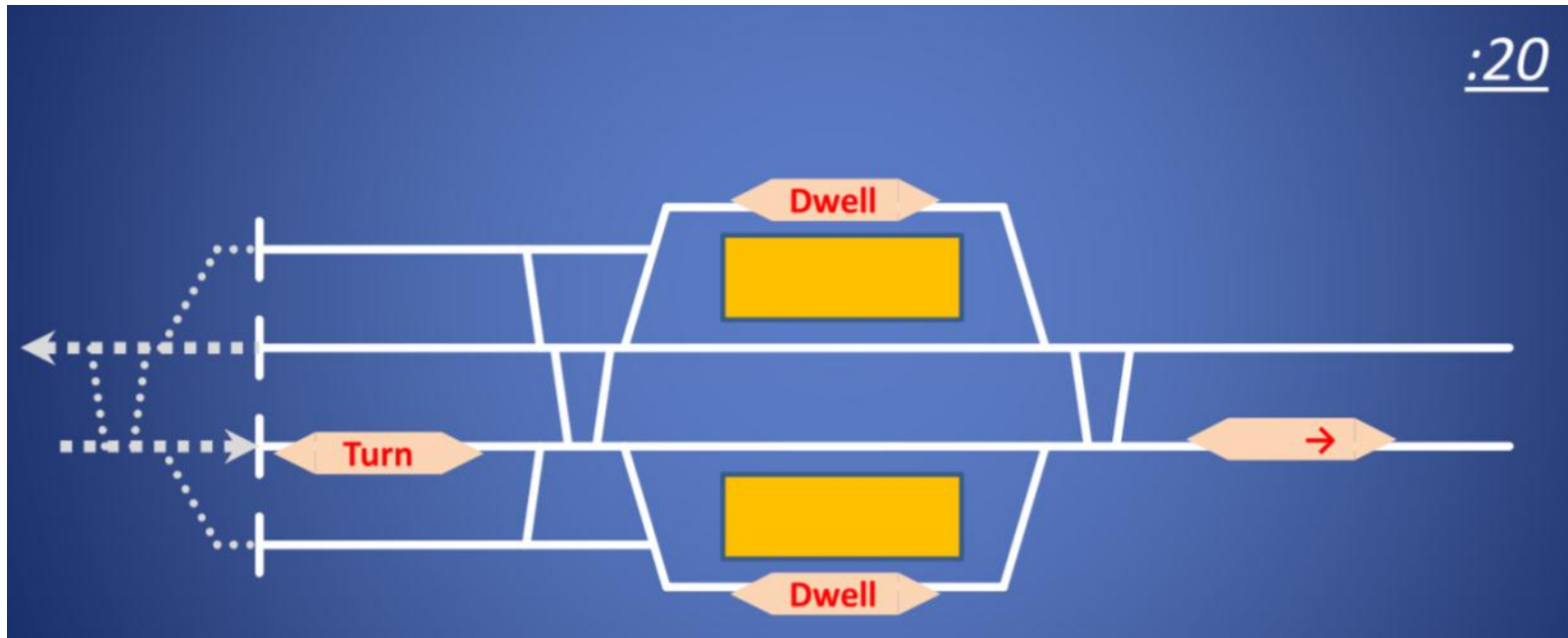
Typical Turn Movements



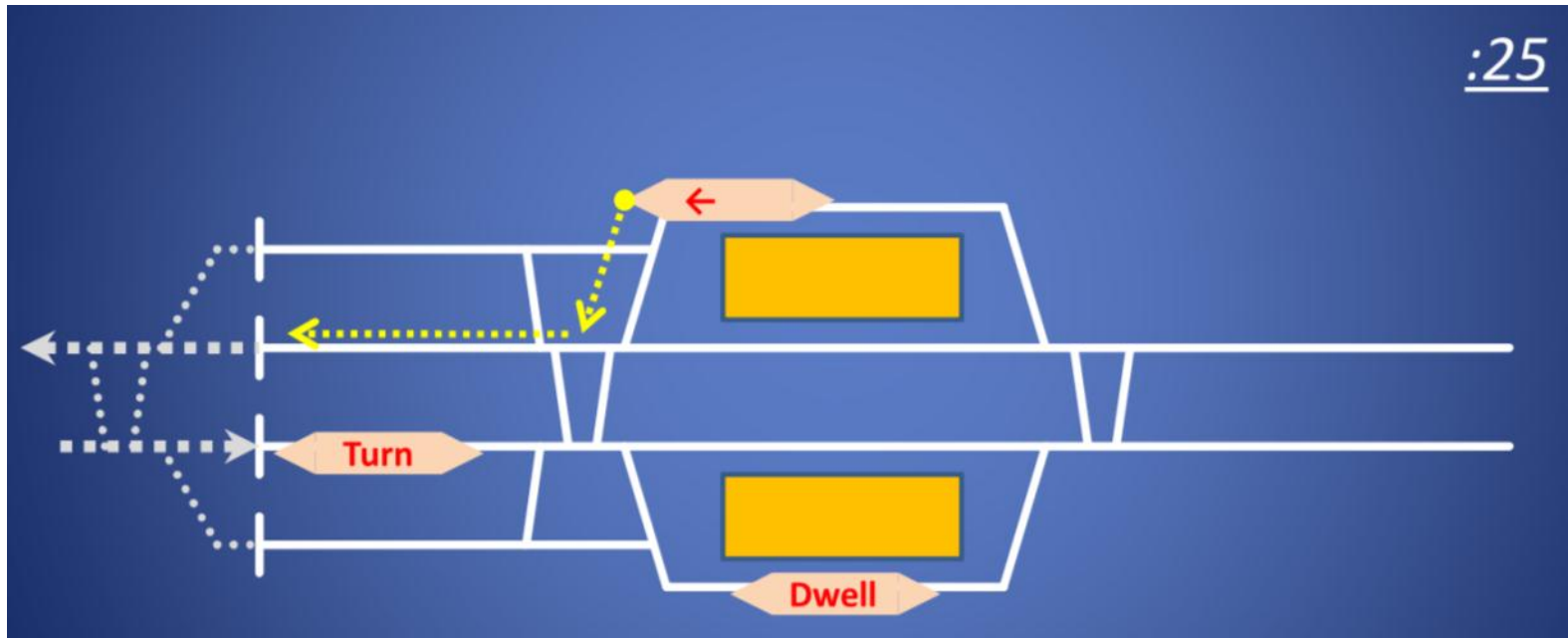
Typical Turn Movements



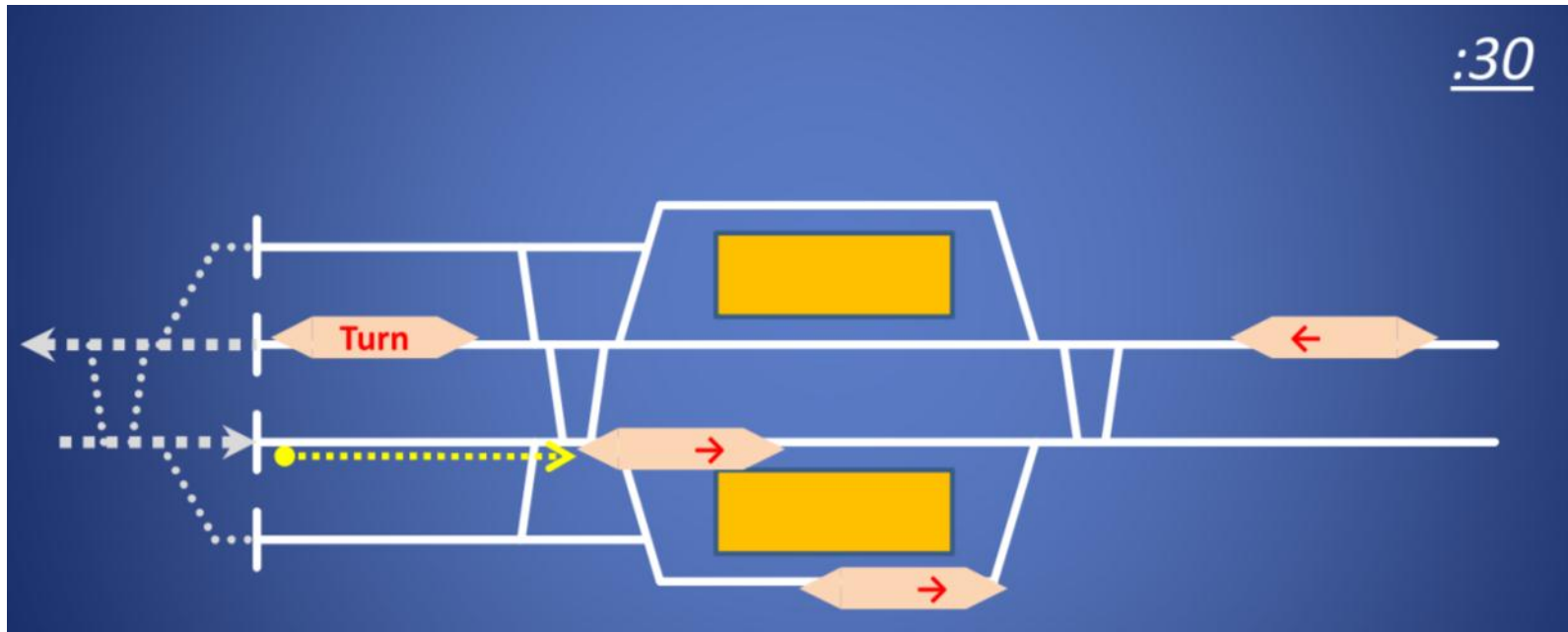
Typical Turn Movements



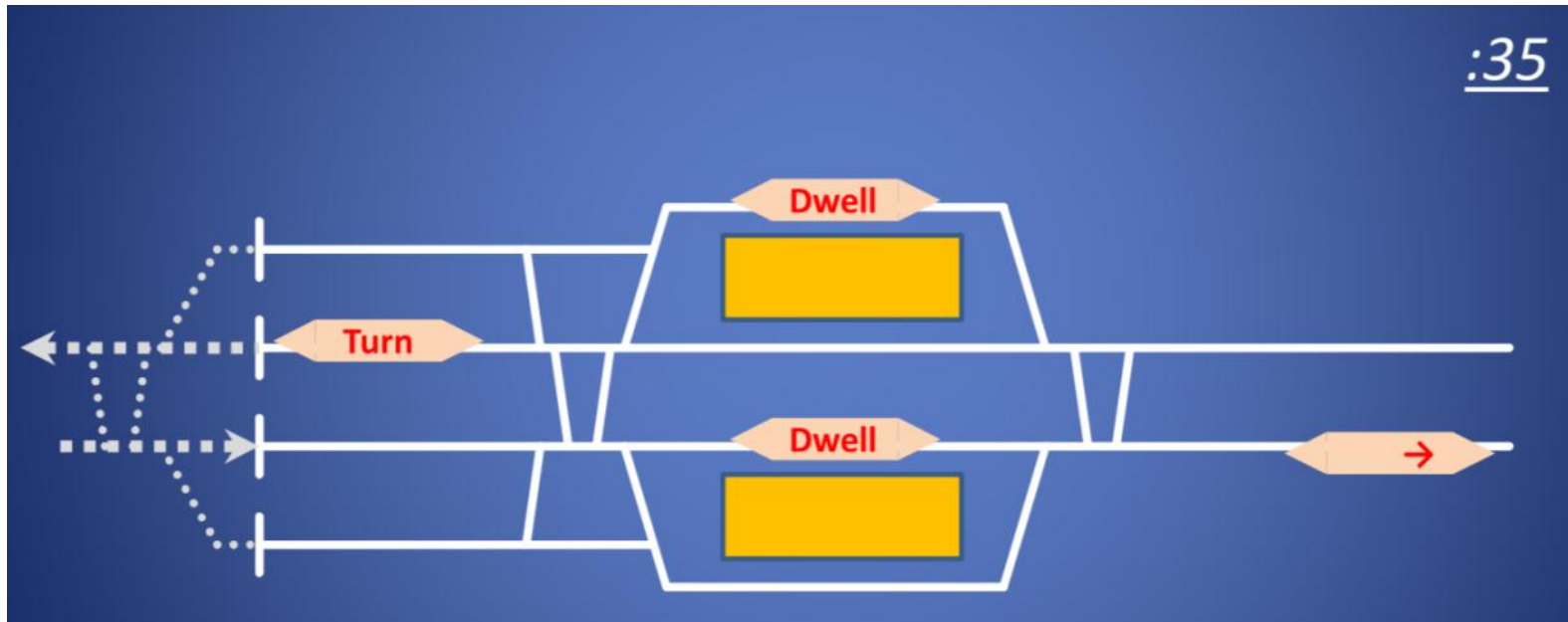
Typical Turn Movements



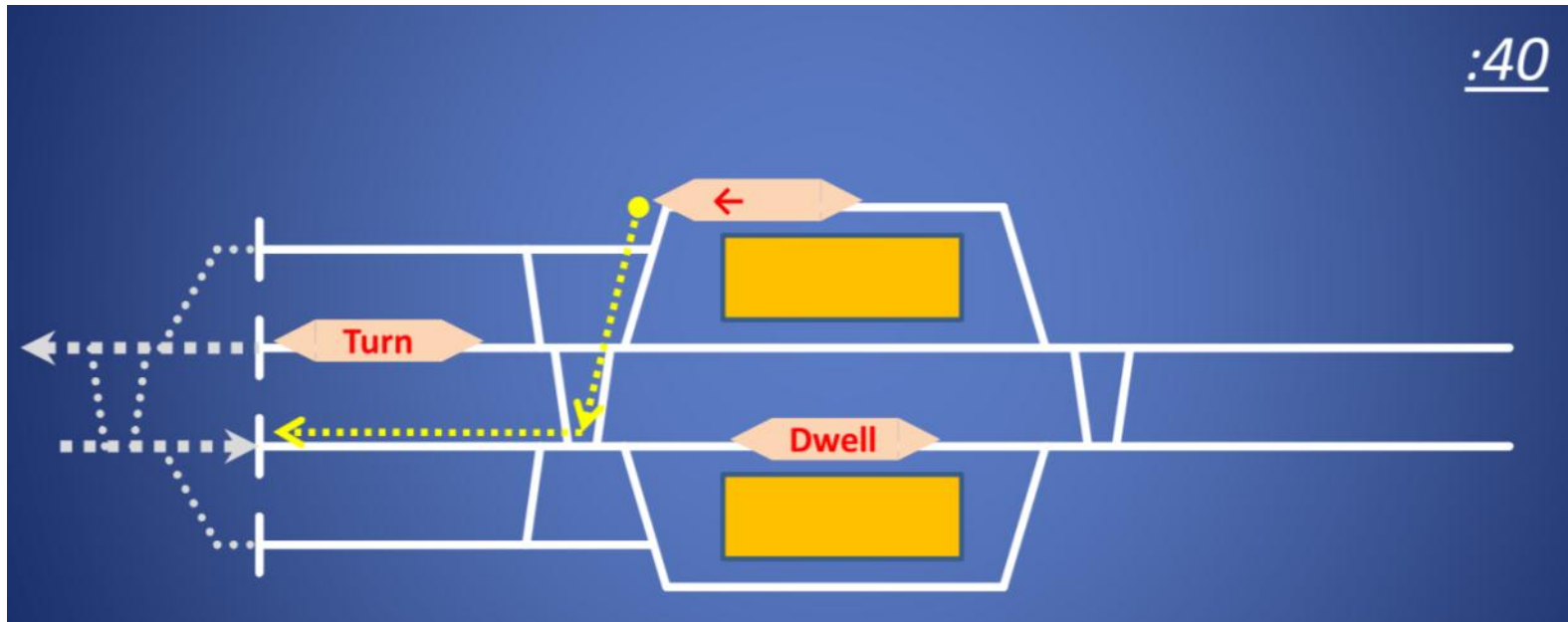
Typical Turn Movements



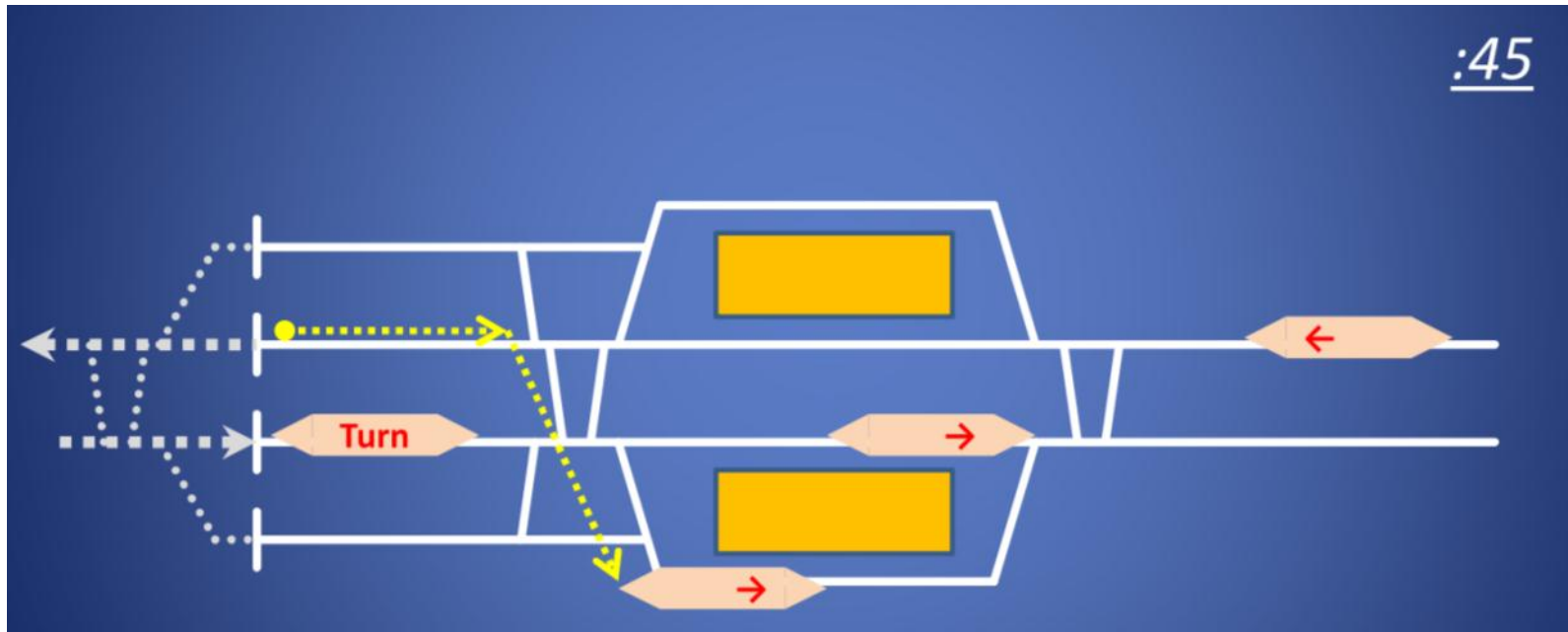
Typical Turn Movements



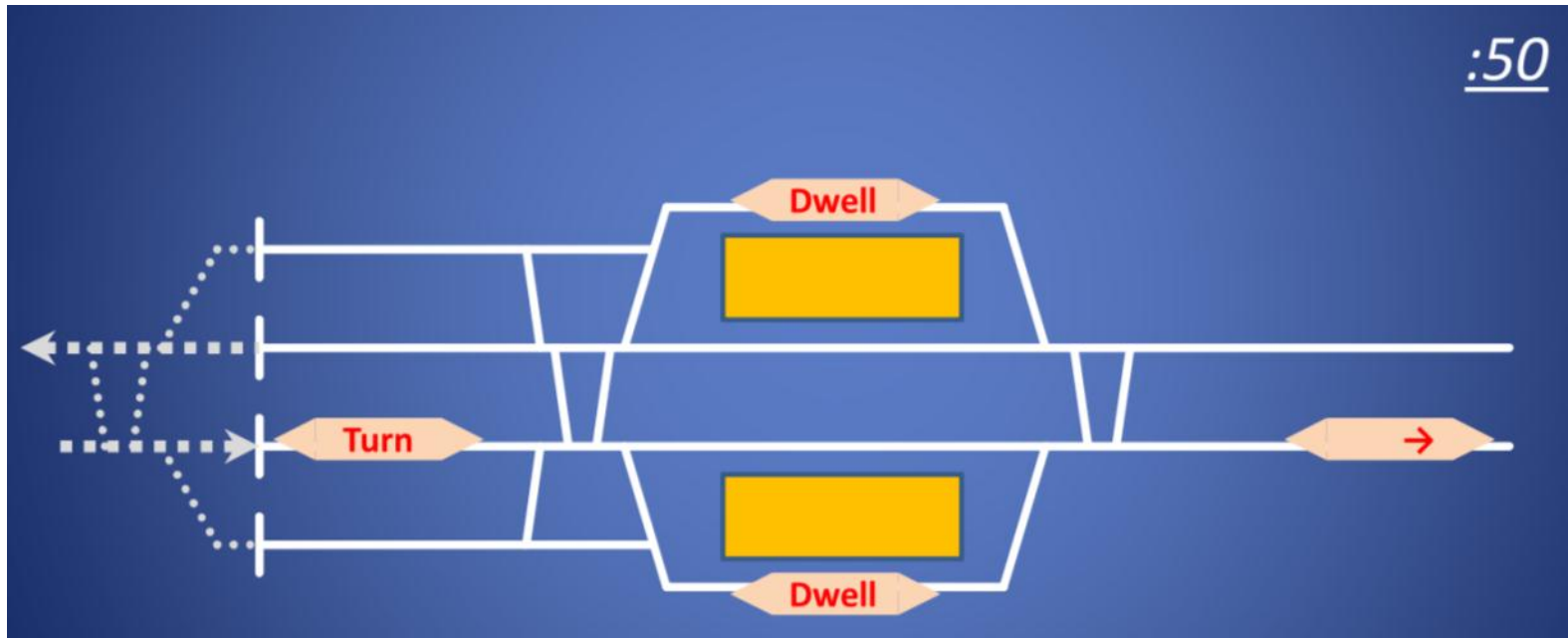
Typical Turn Movements



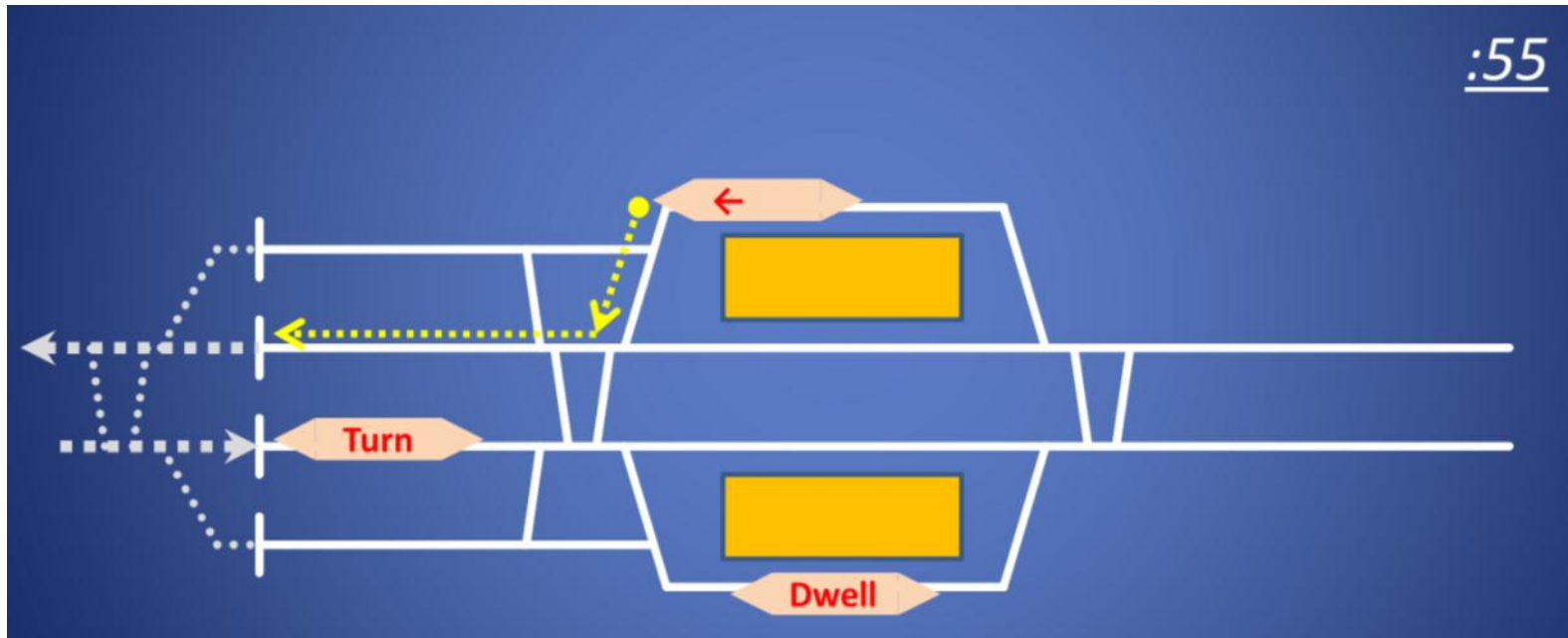
Typical Turn Movements



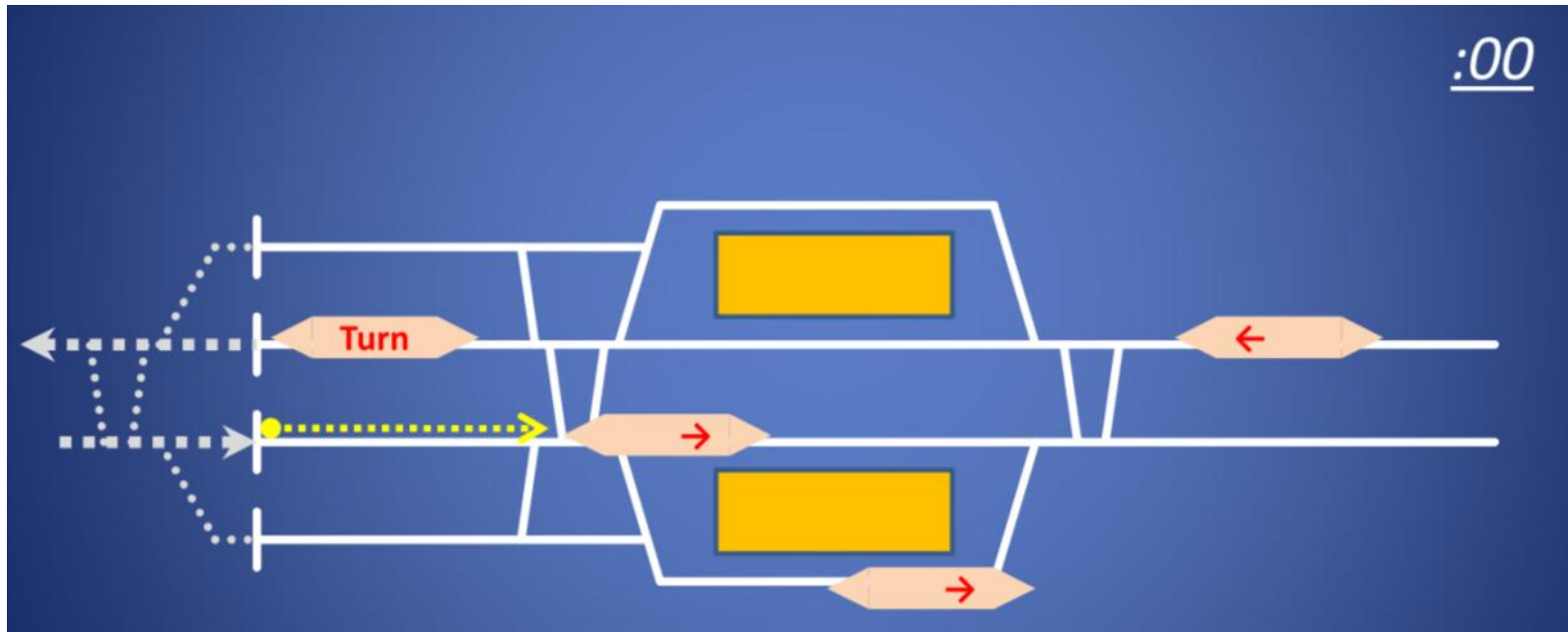
Typical Turn Movements



Typical Turn Movements



Typical Turn Movements



San Jose Visual Design Guidelines

California High Speed Train Infrastructure

Community Meeting
December 8, 2011



Opening Video



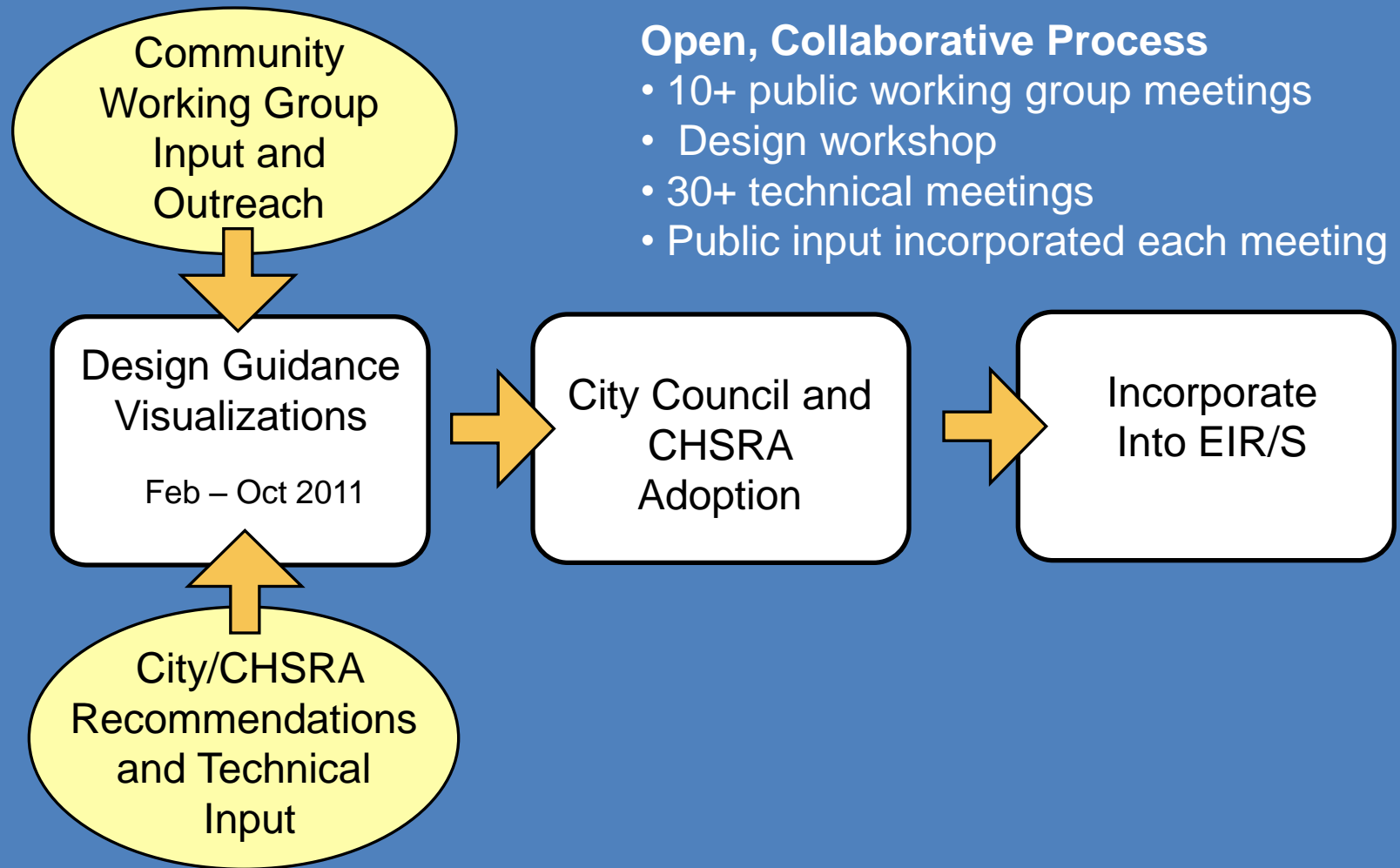
What we could affect:

Creation of visual guidelines that will direct the aesthetic design of the High-Speed Train system through San Jose

What was outside our purview:

The location of station, track alignment, downtown tunnel option, noise measurement, vibration, property acquisition or valuation, or Caltrain financial situation

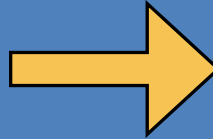
Visual Design Guidelines Process



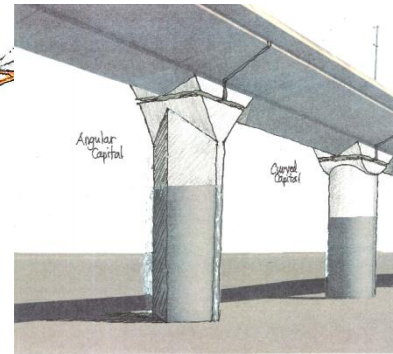
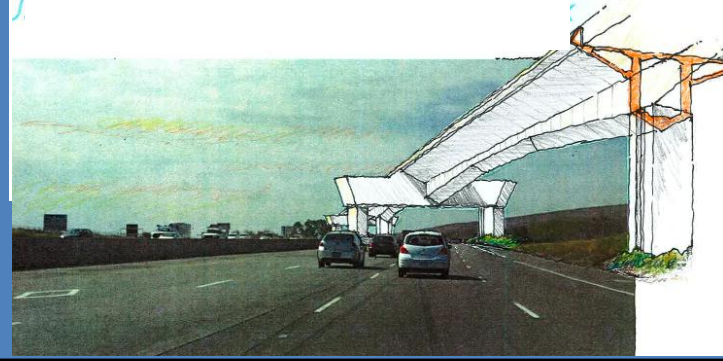
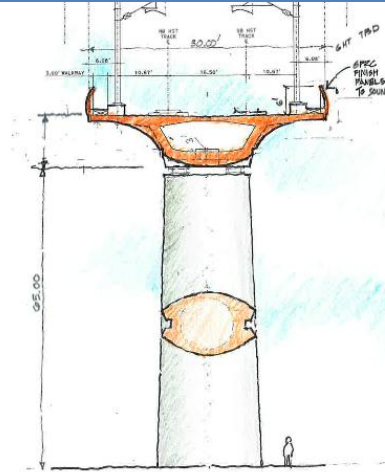
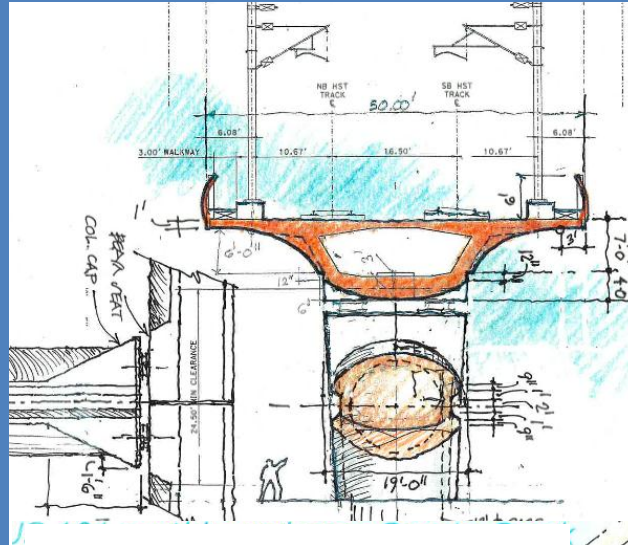
CWG Input and Feedback

HST infrastructure, urban design, public art, landscape & lighting

CWG Preferences
(International examples)

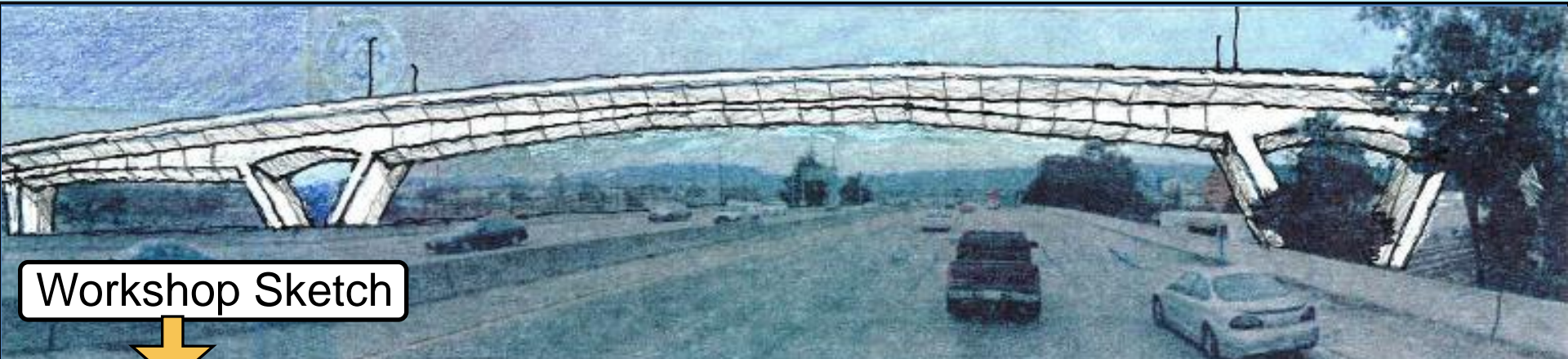


CWG Design Concept
Review & Input



Design Guidance Visualized in Context

I-880 example



Workshop Sketch

Design Guidance:
Keep structure simple, elegant and not block views to mountains

Visualization



CALIFORNIA HIGH-SPEED TRAIN INFRASTRUCTURE
VISUAL DESIGN GUIDELINES
SAN JOSE

IN PROGRESS AUGUST

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